

HARBOUR OF REFUGE (IRELAND).

RETURN to an Order of the Honourable The House of Commons,
dated 24 May 1855—*for*,

A COPY "of the MEMORIAL presented to the Admiralty on the 31st day of March 1854, from the Inhabitants of *Drogheda*, praying for a GOVERNMENT SURVEY of the EASTERN COAST of *Ireland*, for the purpose of Constructing a HARBOUR of REFUGE in the most eligible Position, with the Names of the Persons who signed that Document, and of any other Communications referring to the said Survey and Harbour of Refuge."

Admiralty, }
8 June 1855. }

JOHN JONES DYER,
Chief Clerk.

COPY of MEMORIAL from the Inhabitants of *Drogheda*, praying for a GOVERNMENT SURVEY of the EASTERN COAST of *Ireland*, for the purpose of Constructing a HARBOUR of REFUGE in the most eligible Position, with the Names of the Persons who signed that Document, and Communications referring to the said Survey and Harbour of Refuge.

Sir,

104, Pall Mall, 31 March 1855.

I HAVE the honour to present a memorial of the nobility, clergy, gentry, magistrates, merchants, shipowners, and traders, of the county of the town of *Drogheda*, and the adjoining counties of *Meath*, *Louth*, and *Dublin*, adopted at a late public meeting held at *Drogheda*, praying "that the most efficient survey may be made of the eastern coast of *Ireland*, with the view of constructing a Harbour of Refuge in the most advantageous and eligible position."

In the prosecution of this most desirable and indispensable measure for protecting the interests of commercial navigation, and mitigating the fearful loss of life encountered by the seafaring community, it is satisfactory to find that it has received the distinct and unqualified approval of the high and influential individuals whose signatures are attached to the memorial, and amongst whom appear the representatives of important mercantile districts, and of commercial and maritime boards, strongly attesting the necessity of an additional Harbour of Refuge along the wide and extended range of the eastern shore of *Ireland*, so formidable and destructive to the mariner, from the frequency and violence of the gales prevailing along that coast.

The memorialists, you will be pleased to observe, have abstained from designating any particular site for the construction of a Harbour of Refuge, being persuaded that it is solely by means of a competent and scientific Commission, approved of and sanctioned by the Government, that the best position can be decided upon, particularly where there are several sites along the coast possessing greater or less natural capabilities, and which would involve more or less cost of construction.

For a series of years this portion of the coast of the United Kingdom has been prominently distinguished by disastrous casualties both of life and property. Referring to the Committee on Shipwrecks, it is there stated, that the whole loss of life and property in British shipping wrecked or foundered in *St. George's Channel*, or *Irish Sea*, "may be assumed as amounting to 135 lives and 400,000 *l.* per annum; that such an annual loss of life by wreck or foundering of vessels at sea, is also attended with increased pecuniary burthen to the public, on whom the

the support of many widows and orphans left destitute by such losses does ultimately fall." This loss has been estimated by an eminent civil engineer, Mr. William Bald, to amount in ten years, with accruing interest, to 5,000,000*l.* sterling, and 532 lives.

These conclusions, allow me to state, rest upon indisputable facts, attested by "Lloyd's List," the Wreck Register of the Admiralty, and other authentic records, carrying clear and abundant testimony of the distressing loss of life and property along the eastern coast of Ireland, and loudly proclaiming the urgent and indisputable necessity of endeavouring to mitigate its unhappy frequency.

From the concurrent testimony of nautical men, shipwrecks in the Channel proceed chiefly from the want of harbours of refuge; and as this conclusion has been so fully and disastrously verified, I trust that the memorial I have the honour to present (in reference to which a deputation intended to wait upon the Admiralty after the Easter recess) may induce it to direct that the most efficient survey and report may be made of the several applicable sites along the coast, in order that a Harbour of Refuge may be constructed with the least delay possible, combining the greatest natural capabilities, and calculated to secure the largest amount of public good,—a measure which is sustained by the highest recommendations of enlightened public policy, and the noblest feelings of humanity.

I have, &c.

(signed) *Francis Brodigan,*

Corresponding Member of the Special Committee appointed at the Public Meeting above referred to.

To the Right Hon. Sir James Graham, Bart., M.P.,
First Lord of the Admiralty,
&c. &c. &c.

To the Right Hon. Sir James Graham, Bart., M.P., First Lord of the Admiralty,
and the Members of the Board.

THE Memorial of the undersigned Nobility, Clergy, Gentry, Magistrates, Ship-owners, Merchants, and Traders of the County of the Town of Drogheda, and the surrounding Districts of the Counties of Meath, Louth, and Dublin,

Humbly sheweth,

THAT your memorialists respectfully and earnestly beg leave to solicit the Board of Admiralty to take into consideration the serious and urgent necessity of more effectually protecting the shipping interests of the United Kingdom from the numerous shipwrecks and other casualties to which they are annually subjected, owing to the fearful and destructive gales prevailing along the eastern coast of Ireland.

That the disastrous occurrences to be recorded for the years 1852-53, which are but an addition to the usual destruction of lives and valuable property of mariners and merchants of the United Kingdom along the coast, afford, in the opinion of your memorialists, strong grounds for the adoption by the Board of Admiralty of the best protective and preventive measures against such repeated and unhappy casualties.

That the asylum harbours constructed on the eastern coast have not realised the expectations of the projectors, nor afforded adequate protection to the lives and property of Her Majesty's subjects; while sites along this coast possessing much greater natural capabilities, and which would have involved considerably less cost of construction, have, in the opinion of your memorialists, been overlooked; circumstances in which the masters and owners of vessels trading along this coast fully concur.

Impressed with these serious and grave considerations, and on behalf of the shipping and commercial interests of the United Kingdom, and for the more effectual protection and preservation of the seafaring community, your memorialists humbly pray that your Right Honourable and Honourable Board may be pleased to direct that the most efficient survey may be made of the eastern coast,
with

with a view of constructing a Harbour of Refuge is the most advantageous and eligible position; and your memorialists will ever pray.

Robt. Taylor, J. P.	Henry Smith, D. S. L., J. P.	James Lawson, Coll. Customs.
Montague.	Richd. T. Montgomery, J. P.	Rich. Carter, Clerk.
Edward Bellaw.	Wm. E. Ormsby, C. P.	Thomas Mathews.
Richard Maguire, J. P.	Robt. B. Daly, J. C.	James Wheeler, C. C.
Wm. Campbell, Merchant.	Robert Daly, Merchant.	Thomas Cassidy, C. C.
Thos. T. Fogarty, J. P.	Patrick Ternan, jun., Merchant.	Robert Ball.
William Cairnes, J. P.	Wm. Owens, Merchant.	T. J. MacLay.
H. B. Collington, J. P.	Henry Moore, Merchant.	F. H. Anderson.
Francis W. Leland, Merchant.	Walter Lucas, Banker.	Patrick Casley, Mayor of Drogheda.
Pelix McCabe, Merchant.	Francis Chadwick, Merchant.	Patrick Mathews, Sheriff.
John O'Neill, J. C.	John Cronin, Comptroller of H. M. Customs.	R. T. Bellair, jun., J. P.
Joseph Price, Merchant.	J. Drew.	George Harper, J. P.
Patrick Courtney, J. C.	Thomas McCann, Merchant.	Francis N. O'Shea, J. P.
Timothy Murphy, O. S. A.	Henry Clinton, Solicitor.	Edward Atkinson, J. P.
Patrick Kelly, O. S. A.	M. E. Corbally, J. P.	Joseph Dixon (R. C. Pri- mote.)
Geo. A. Hamilton, J. P.	Robt. E. Ellis, J. N., O. S. A.	Patrick Ternan, J. P.
Nam, J. P.	Denis Ford, Manager of H. Bank, Drogheda.	Francis Brodigan, J. P.
Patrick Beahan.	Robt. Roberts, Agent to the Bank of Ireland, Drogheda.	James Mathews, J. P.
Joseph Napier, J. P.	Thomas Kelly, Solicitor, Drogheda.	Christn. Jordan, J. P.
Geo. Boyer, J. P.	Bernard Kelly.	John Chadwick, Merchant.
Tristram Kennedy, J. P.	Thomas McCartney, Chief Consulate.	W. M. Norton, Merchant.
T. Edward Taylor, J. P.	Wm. Moor, Consul of France for Dundalk, Drogheda, Newry, Waterpoint, Ardagh, Portlary, and Dundrum.	St. George Smyth, Merchant.
F. Lene, J. P.	Charles Bennigan, Signal Writer.	Peter Verdon, Merchant.
Fingall.	Thomas Ennis, J. P.	James Lewis, J. C.
Clement.	Ralph Smith, J. P.	Robert Morton, Merchant.
Conyngham.		Anthony Keappeck, J. C.
Gormaston.		Patrick Kelly, J. C.
Bellia.		Patrick Hanratty, C. C.
Talbot de Malahide.		Michael Wubb, Merchant.
Thos. Pepper.		H. C. Joyce, Manager of the Drogheda Branch of the Lifford Banking Company.
George Pepper.		
Thos. Preston, J. P.		
Allan Bellingham.		
Allan O'Brien Bellingham.		
James McCann, J. P.		
Thomas Hammond.		
Peter McEvoy.		

We, the undersigned, fully concur in the prayer of the foregoing memorial, addressed to the First Lord of the Admiralty, from the nobility, clergy, gentry, magistrates, shipowners, merchants, and traders of the county of the town of Drogheda, and the surrounding districts of the counties of Meath, Louth, and Dublin:

Roden.	James Hartley.	Robt. Ferguson, J. P.
James Bristow, President of Chamber of Commerce, Belfast.	Rich. Davison, J. P.	Clasid Hamilton, J. P.
John Towuley, Chairman of Harbour Commissioners, Dundalk.	Hy. Webb.	James Hans Hamilton, J. P.
F. H. Berkeley, J. P.	Jac. Duke, J. P.	W. C. Morgan, Secretary to Steam Shipowners' Association, London.
W. H. Gore Langton, J. P.	John J. McFarlan, Chairman of Chamber of Commerce, Edinburgh.	Peter Rolt, J. P.
D. Dunbar, Chairman of the Shipowners' Society, London.	R. C. Hildyard, J. P.	Lionel de Rathchild.
	Thos. McEvoy, Gardian.	Joelynn, J. P.
	Isaac Butt, J. P.	Richard Fox, J. P.
	John O'Connell, J. P.	
	James M. Confield, J. P.	

Sir,

104, Pall Mall, 20 May 1854.

I beg permission to enclose you an authentic statement of the marine casualties that have occurred along the eastern coast of Ireland for the last four and one quarter years, embodied in a petition from the magistrates, merchants, and shipowners of the county of the town of Drogheda, presented to the House of Commons on the 9th instant, in a petition from the Port and Harbour Commissioners of Drogheda, presented to the House of Commons on the 19th instant; and also in a petition about to be presented to the House of Lords from the inhabitants at large of the same town and county, praying, in the terms of the memorial (presented to the Admiralty on the 31st March last), for the most efficient

efficient survey of the eastern coast of Ireland, in order that a Harbour of Refuge may be constructed in the most advantageous and eligible position for the protection of the shipping interests along that peculiarly dangerous coast.

Allow me to observe, that the facts disclosed in this numerous and afflicting list of casualties for the period in question afford unquestionable evidence of the necessity of the earliest interposition of the Government to endeavour to mitigate these repeated and awful calamities. Were earlier records of such annual catastrophes to be consulted, they would but embitter and aggravate the recital of the destruction of human life, and the enormous waste of millions of pounds sterling. Although not wholly avoidable, they are in a great measure preventable, the want of harbours of refuge being, according to the highest nautical authority, the prime cause of shipwrecks in the Channel.

Among the humane and benevolent, the commercial and maritime classes, such an immense sacrifice of life and property has naturally excited a deep and wide-spread interest, which was strongly manifested by the numerous and influential signatures attached to the memorial above alluded to, which appeals in earnest and emphatic terms to the Admiralty to take the earliest steps that the most advantageous position may be decided upon for a Harbour of Refuge.

Both the memorialists and the petitioners trust that such a preliminary survey may be immediately entered upon, and that a paternal Government will not allow the present year to elapse without the accomplishment of this most indispensable and humane object. But a limited sum, it is considered, would be requisite for the survey of the few sites to be examined between Kingstown and Belfast. By a Treasury Minute, dated the 5th of April 1844, a survey for a similar purpose, but on a more extensive scale, was ordered and undertaken by the Government; and at a subsequent period the sum of three and one-half millions was allotted for harbours of refuge in the Channel Islands. Such national undertakings should in all good faith be executed in Ireland by the Imperial Government.

Committees of the House of Commons have long since acknowledged the pressing necessity for the construction of harbours of refuge along this perilous coast. The principle and expediency have been fully recognised on all sides, and it only rests now with the Government to order it.

Trusting that the initiative will be taken by the Government in this matter, and that a survey may be executed before the next Session of Parliament,

I have, &c.

(signed) *Francis Brodigan*,
Corresponding Member of the
Special Committee on the above subject.

To the Right Hon. Sir James Graham, Bart., M.P.,
First Lord of the Admiralty.

LIST of MARINE CASUALTIES that have occurred between Kingstown and Belfast, from
January 1836 to March 1844.

NUMBER.	DATE.	NAME OF VESSEL.	SITE OF CASUALTY.	REMARKS.
	1836:			
1	1 January	<i>Louisa</i> - - -	Donegal Bar - -	Stranded; part of cargo saved.
2	5 "	<i>Marchioness of Bute</i> -	Belfast - - -	Grounded on bank; much damaged.
3	12 "	<i>Booby and Louisa</i> -	Ross Bay - - -	Total loss; two men only saved.
4	16 "	<i>Righty, of Liverpool</i> -	Balbriggan - - -	- - Wrecked, by stress of weather; might have been avoided had there been, as stated in the Admiralty Register, "an accessible harbour in the vicinity."
5	17 "	<i>Sussex</i> - - -	Tucker - - -	Foundered off; crew picked up.
6	17 "	<i>Mary, of Belfast</i> -	Port Rush - - -	- - Drove on shore, under cut pier of harbour.
7	6 February	<i>Catherine, of Irvine</i> -	Belfast - - -	Men injured.
8	10 March	<i>Edna, of Bideford</i> -	Stranaghan - -	Struck on Bird Island.
9	1 April	<i>Lance, of Dublin</i> -	Bar of Drogheda -	- - Wrecked, from stress of weather; estimated loss, 500 <i>l</i> .
10	31 May	<i>Maid of Galloway</i> -	Balbriggan - - -	- - Better burnt, and stress of weather; drove on rocks.
11	26 October	<i>Favorite, of Newry</i> -	Carlingford - -	Estimated loss on vessel, 300 <i>l</i> .

SUMMER.	DATE.	NAME OF VESSEL.	SITE OF CASUALTY.	REMARKS.
19	1860: 12 December	Earl Gony, of Newry	Belfast	-- Got on Brigg Rocks; washed off; got into Belfast lough.
12	7 March 1851	Turk, of Hydra	Kish Bank	-- Struck, and was towed into Dublin in a sinking state.
14	19 Dec. 1850	Georgiana, of Liverpool	Skerries	Drove on shore, north-west of Skerries.
15	1851: 20 January	-- Solid, from Newry to Newport.	Bar of Carrlingford	-- In putting back, with a pilot on board, struck the bar; became leaky.
16	16 June	Nais, of Liverpool	Donagel Bay	Struck on a rock.
17	20 October	Henrietta Charlotte	Donagel Bay	Wrecked.
18	20 "	Rose	Londonderry	Struck on a bank.
19	30 April	Phaëas	Drogheda	Grounded on the Bar.
20	6 September	Isabella	Drogheda	Went on shore.
21	8 October	Sara Princess	Off Lambay Island	Sprang a leak.
22	20 "	James Wright	Kish Bank	Grounded.
23	27 "	-- Three Brothers, of Dublin.	Near Dublin	-- In collision with "Tina"; lost equipment.
24	8 November	Birmingham	Dublin	Got aground, outside breakwater.
25	1852: 4 March	-- John Hawkes, of Swansea.	Dublin	-- Struck on Kish Bank; abandoned; sunk; two of the pilots drowned.
26	6 April	Swan, of Bournemouth	Drogheda Bar	Capstern, owing to surge shifting.
27	27 "	Druid	-- Ternanfeikin Strand, near Drogheda.	-- Attempted to stay, but struck in the act of doing so.
28	19 May	Boscawne	Leland's Eye	Sailed three away; estimated loss 500 l.
29	20 June	Lady Harriet	South Bull, Dandalk	Got on shore, sea washing over her.
30	8 September	Tamworth	St. George's Channel	-- Put into Kingstown, with loss of cargo.
31	30 "	Seymour, of Warrington	Dublin	Total wreck; all hands lost.
32	29 "	James Hamilton, of Troon	Dublin	Went ashore to pieces.
33	29 "	June	Skerries	-- Having been on shore on a reef off, put into Kingstown for repairs.
34	4 October	Anna, of Skerries	Drogheda	Four of the crew drowned.
35	11 November	Sally and Betty	Dandalk Bay	Driven on shore, having sprung a leak.
36	11 "	William Pitt, of Dublin	Clogher Head	-- Crew saved; estimated loss on vessel, 500 l.
37	12 "	Betsy, of Maryport	Near Drogheda	No means of saving life seen.
38	12 "	Bartholomew, of Whitehaven	Balbriggan	Grounded on mud-bank.
39	12 "	Minerva, of Greenock	Drogheda	Driven on Bull; went to pieces.
40	12 "	Alexander	Dandalk Bay	-- Curled her chain-plate away, and drifted on shore.
41	14 "	Young England	Balbriggan	Stranded; North Balbriggan.
42	25 "	Atlanta, of Belfast	Drogheda	-- Driven on shore, on account of loss of sails.
43	27 December	Kingstown Harbour	Argyle, of Cork	Boats adrift from her anchors.
44	28 "	Tris, of Glasgow	Irish Sea	Abandoned, in a sinking state.
45	22 January	Firda	Londonderry	Got on the bank.
46	10 February	West Lethien	Belfast Lough	Got ashore at Ballymacrack Point.
47	10 "	Prince Albert	Coy, Donagel	Total wreck; stress of weather.
48	10 "	L. O. of Dundee	Carrlingford	Got on the rocks.
49	14 March	Frederick, of S. John, N.B.	Belfast Lough	Put in leaky.
50	20 "	Providence, of Newry	Swanford Bar	Sunk in the centre of Bar.
51	12 November	Lady Harriet	-- Drummond's Hill, near Dublin.	-- Drove on shore through stress of weather.
52	12 "	Martha Grace	Bay of Dandalk	Stranded.
53	26 December	Lindy, of Limerick	Near Donagel	Wrecked; drove on shore.
54	27 "	Argyle	Kingstown	-- Sunk, and became a total loss; part of cargo saved by divers.
55	1853: 10 January	Leeward	Dublin	Struck by steamer in River Liffey.
56	12 "	Rocket	Kingstown	Put into Kingstown Harbour; leaky.
57	16 "	Octavia	Kingstown	-- Drove -- ditto.
58	16 "	Ocean	Dublin	-- Struck on Kish Bank; put into Kingstown; leaky.
59	25 "	Annie	Baldoye, County Dublin	-- Went on shore, north of Baldoye, during a gale of wind, and became a total wreck; crew saved.
60	26 February	Fox	Dublin	-- Nearly capsized off Kish Bank; put into Kingstown with damage.
61	16 March	Ellen	Arklow Bar	Struck on Arklow Bar; some off leaky.
62	2 April	Robert and Betsy	Dublin	-- Struck by steamer, and got into Kingstown Harbour.

(continued)

NUMBER	DATE	NAME OF VESSEL	SITE OF CASUALTY	REMARKS
1864:				
63	9 April	Lady Malgrave	Dublin	- - Struck by steamer, and got into Kingstown Harbour.
64	9 "	Neptune	Dublin	- - Loss of spar and sails.
65	21 "	Esther and Sophia	Dublin	- - Struck on Kish Bank; filled and sunk; master drowned.
66	6 May	Gem	Dublin	- - Put into Kingstown, with rider injured.
67	25 June	St. Mary's	Dublin	- - Sprung a leak, and was brought into Kingstown.
68	29 "	Ogle	Dublin	- - Put into Kingstown leaky.
69	6 July	Glasgow	Arklow	- - Sprung a leak off Arklow, and got into Kingstown Harbour.
70	14 "	Brilliant	Dublin	- - Disrupted off Point of Ayr, and reached Dublin.
71	29 "	Princess Victoria	Off Skerries	- - Sprung a leak; got into Kingstown.
72	17 August	Aarn Watson	Blackwater Bar	- - Struck, and was abandoned by crew; went to pieces; crew saved.
73	25 "	Euphemia	Dublin	- - Struck on Kish Bank, but got into Kingstown.
74	2 September	Milford	Dublin	- - Sprung a leak, and got into Kingstown.
75	15 "	Thomas Lowry	Dublin	- - Put into Kingstown leaky.
76	15 "	Lenani	"	- - Foundered in 5.30 W., 53.30 N.
77	2 October	Grafton	Dublin	- - Put into Kingstown Harbour with damage.
78	9 "	Syren	Arklow	- - Struck on Arklow Bank, and became a wreck.
79	12 "	Columbus	Wicklow	- - Sprung a leak, and got into Wicklow.
80	22 "	Cherokee	Dublin	- - Struck on Kish Bank, and got into Dublin leaky.
81	13 December	Hannsey	Drogheda	- - Went on shore on North Ball.
82	18 "	Dublin	Dublin	- - Sunk in Kingstown, and subsequently raised, and repaired.
83	18 "	Victoria	Dublin	- - Sunk in Kingstown Harbour, where she still lies.
1865:				
84	4 January	British Empire	Dublin	- - Collision in the Channel; got into Kingstown.
85	4 "	Firefly	Wicklow	- - Totally lost off coast Wicklow; crew lost.
86	4 "	Victoria of Wexford	Rush, County Dublin	- - Sunk off Rush; crew lost.
87	4 "	Emperor	Dublin	- - In collision in Channel; got into Dublin.
88	6 "	Thunder	Arklow	- - Struck on Arklow Bank; abandoned by crew.
89	4 "	Queen	Dublin	- - Struck on Great North Wall.
90	4 "	Thylair	Lambay	- - Drove on Lambay Island; became a total wreck, with the loss of about 300 lives.
91	4 "	Scotland	Dublin	- - Struck on Kish Bank; became a total loss; crew saved.
92	February	Colquhoun	Dublin	- - Put back with loss of bowsprit into Kingstown Harbour.
93	"	Edward and Margaret	Dublin	- - Struck on Great North Wall in thick weather, and filled; was subsequently raised, after discharging cargo.
94	March	Robert Kelly	Arklow	- - Struck on Arklow Bank, where her mast was cut away; floated off, and brought into Kingstown.
1866:				
95	19 December	Agnes	Ben Head	- - Totally lost; 4 men lost, 3 saved.
96	19 "	Kate	- - Ballystown, near Drogheda.	- - Went on shore at Ballystown; 1 man lost.
97	19 "	Chatham	Drogheda Bar	- - Went to pieces on the Bar; 18 men lost, 2 saved.
98	29 "	Dolores	North Ball, Drogheda	- - Went on shore, North Ball; crew saved.

Sir,

104, Pall Mall, 20 May 1854.

I TAKE the liberty of enclosing you three Statements in reference to the natural capabilities of Skerries and Clogher Head as sites for the proposed Harbour of Refuge on the east coast of Ireland, between Kingsown and Belfast.

The Statement marked No. 1 has been furnished by Mr. Francis McGowan, a gentleman of much intelligence in nautical matters at Skerries, and has been forwarded to me by the Honourable Thomas Preston, of Gormanston Castle, whose accompanying note I also beg leave to enclose.

Statement No. 2 has been written by Captain Tugher, who commands the largest of the steamers trading between Drogheda and Liverpool, whose long experience and great intelligence in all matters appertaining to the navigation and requirements of the east coast have been publicly acknowledged by the shipping community, both at Drogheda and Liverpool. This communication has been forwarded to me by Dr. Aikinson, of Drogheda, a director of the Steam Packet Company trading between Drogheda and Liverpool, a general shipowner and magistrate for the district, whose note I also beg to enclose.

Statement No. 3 has been supplied to me by Mr. Patrick Boylan, of Drogheda, merchant, a consular agent, and also an agent of Lloyd's.

On this subject I beg leave to say that I expect to receive further local information, which I shall have the honour of transmitting to you, in order that the capabilities of Skerries, Clogher Head, and the other places along the coast, may receive the best consideration as to their relative fitness for a Harbour of Refuge; the object of the memorial lately presented to the Admiralty, and the petitioners to Parliament, praying for the same object, being to secure a site that will confer the greatest amount of public benefit and accommodation to the shipping interests along this dangerous coast.

I am, &c.

(signed) Francis Brodigan,
Corresponding Member of the Special Committee
on the above subject.

To the Secretary, &c. &c.
Admiralty.

My dear Mr. Brodigan,

Gormanston Castle, 11 May 1854.

I am to enclose you the report relative to the Harbour of Skerries, which I have this moment received from Mr. Johnston. It appears to me to contain some valuable information, and I trust we may be able to succeed in establishing it as a safety harbour. If you should think it necessary to get any further information, pray write to me, and I shall be happy to do whatever I can.

Believe me, &c.

Francis Brodigan, Esq.

(signed) Thos. Preston.

No. 1.

THE Bay of Skerries is superior to all other bays on the east coast of Ireland as a site for a Harbour of Refuge—

Firstly. Being naturally sheltered by a ledge of rocks running north-east from the old pier and the adjacent islands, from east-south-east, south-east, and southerly gales, from which no other bay on the east coast of Ireland is.

Secondly. Having a clean sandy bottom, with good holding ground and sufficient depth of water for the largest ships, one pier would be sufficient; a lime-stone quarry being in the vicinity, stones of the best quality can be had in any quantity.

Thirdly. The harbour would be of easy access to vessels of any rig, night or day. Rock-a-Bill, a remarkable rock, with deep water all round it, lying about four-and-a-half miles east by south of Skerries, two-and-a-half miles east from St. Patrick's

St. Patrick's Island, and about seven miles north-east from Lumbay Island, forming a natural land-mark that could not be mistaken. With a light on Rock-a-Bill, and an asylum harbour at Skerries, there would be hardly a possibility of a shipwreck occurring on this part of the coast; a coast which has hitherto been proverbial for shipwrecks, in consequence of its being the lee side of outward-bound ships from Liverpool, when obliged to lie-to in gales of south-east, southerly, and south-south-west winds; also of homeward-bound ships to Liverpool, when obliged to lie-to in gales of east and east-south-east winds. Cumberland vessels and all other coasters would benefit more by a harbour at Skerries than on any other part of the east coast of Ireland.

Fourthly. The soundings being regular from seaward into the Bay of Skerries, the sea runs fair, with gales of east or east-south-east winds; consequently, there would be little danger of deep-loaded coasters being swamped when running for Skerries.

Fifthly. It would be also of great service to the fishermen of the east coast of Ireland, the fishermen from Cornwall, Scotland, and the Isle of Man, to have a harbour at Skerries, shoals of herrings resorting to this part of the coast from June to December, and from the want of such a harbour, but few are taken.

Sixthly. A railway station being at Skerries, there is every facility for passengers landing to go north to Belfast, or south by Dublin, to Cork, Waterford, or Limerick.

Seventhly. If there had been a proper Harbour of Refuge at Skerries, certain it is that the "Young England," *Indiaman*, and many other ships, coasters, and colliers, wrecked this year and last in this neighbourhood, would have been preserved by such harbour.

Eighthly. From its natural formation, it would not be likely to fill with sand, &c., as most artificially-formed harbours do; the tide flowing from one point, and ebbing in the directly opposite, thus regularly making the circuit of the harbour each tide.

Skerries, 5 May 1834.

(signed) *Francis Gowen*, Red Island.

My dear Sir,

Drogheda, 8 May 1834.

HAVING a large sum invested in the sailing and steam vessels of this port, I feel constrained to tender you my most sincere thanks for your untiring exertions to procure the erection of a lighthouse on Rock-a-Bill, and the construction of a Harbour of Refuge on the east coast. I do hope that the officials at the Admiralty will lend their powerful aid to carry out your wishes on these points. The case you have made is an unanswerable one, and you wisely do not fix on any particular locality, but leave the selection to those persons who, from education and experience, are the most competent to make the best selection. You have shown, from the immense loss of property and of human life, that such a work is loudly called for, and your only wish is that such work should be erected where it would be most beneficial to the entire community: this is the only sound and true principle to go upon.

I enclose you a copy of a letter addressed to me some time ago by Captain Togher, who commands the largest vessel of our steam fleet; he is a man of great experience, much intelligence and reflection, and one whose opinion would have great influence on me. As a director of our Steam Company, I have frequent opportunities of becoming acquainted with the extent of his nautical information, and I can with confidence say it is most respectable.

If you think Captain Togher's letter contains any useful information, you are at liberty to use it, bearing in mind that it is written by a man who has crossed the Channel from two to four times weekly for the last 20 years.

Again thanking you for your great and disinterested labours in this most important matter,

F. Brodigan, Esq.

I am, &c.
(signed) *Edward Atkinson*.

No. 2.

STATEMENT of Captain *Togher*, of Drogheda, respecting Clogher Head and Skerries as suitable Sites for a Harbour of Refuge.

Sir,

I TAKE the liberty of making a few remarks regarding a Harbour of Refuge, or the means of saving life and property on this coast.

First. Suppose a fleet of ships leave Liverpool with the wind at S. or S. E., bound to different ports in the Channel, or foreign, they will very often find that when they get to sea, the wind will be at S. or S. S. W., and the weather dark or hazy, so that they will not see the land or the lights on the Welsh coast; for the ships generally come out from Liverpool through the Victoria Channel, and therefore are a long way to leeward with the above winds.

Perhaps it is blowing strong, and that these ships stand on a westerly course with a strong flood tide, and a heavy southerly sea in the Channel; they may be expecting to sight Howth or Lambay Island, and they cannot see in dark, hazy weather; and then, if the wind veers round to the eastward, they find their ship dead on a lee shore; for if they got so far to the westward as a line drawn from Rock-a-Bill to St. John's Point (and a heavy sea running from the east), they will not be able to work off a lee shore, and they will not have more than about 10 miles of a drift, and consequently drift ashore if the gale continues any length of time (unfortunately it has been so already). A lighthouse built on Rock-a-Bill might prevent some of them from getting too far to leeward.

Next are the coasting ships trading from the north of England or Scotland to the different ports on the east coast of Ireland, particularly Drogheda and Dublin, and further south, and also for the Bristol Channel, and vice versa; they would be warned from getting too far to leeward in Drogheda Bay, with a gale of east wind, before a proper time of tide on bar, if bound to Drogheda, and of keeping a more windward course, if bound to Dublin or further south, or if there was erected a good lighthouse on Rock-a-Bill, revolving the same as Tuskar Rock, showing red and white light alternately, as there is sufficient distance between them to distinguish one from the other.

Sir, I need not look for the names of all the ships that have been wrecked on this coast since October 1852; viz. at

Balbriggan Coast,
Drogheda Coast, and
Clogher Head.

As for the rig of some of them, I am not certain; but you will find the number pretty correct, and I believe about 50 lives lost, and no means of rescuing them from a watery grave.

Then, with regard to a Harbour of Refuge at Skerries or Clogher Head, there ought to be one built at either of these places immediately, to relieve Kingstown Harbour; for, after the second day of a gale of east wind, Kingstown is not a safe harbour for a ship to run for, particularly at night-time, as there will be too many ships in it, and you run the risk of doing damage to them, or perhaps lose your own ship, by getting a bad berth to anchor in. Many ships have been sunk on the rocks on the west side of Kingstown Harbour already, some in the day-time.

I think, myself, that Skerries would be a safer place than Clogher Head, as there is a fine clear beach that a ship might run on after she rounded inside the east breakwater that would be built, even if she wanted her anchors, and which often happens, that a ship may part her cable, or slip them in some other round-stead, and she could not attempt to run for Kingstown, or even the new harbour of Holyhead, that is costing so much money; and as for Clogher Head, I am afraid that there is too much rock in-shore of a breakwater for a ship to save herself without her anchors.

If the Drogheda Harbour Commissioners can succeed in getting the Government to build a harbour, it will be for the Board of Admiralty to survey the coast, and decide which will be the best place; but it often happens that the local inhabitants are better judges than strangers. If it is to be done, it ought to be done as soon as it is possible to build it, before this coast is the scene of more disasters,

such as happened the other day, and when you consider that it is opposite and only 130 miles distant from such a shipping port as Liverpool, that has the trade of all the known world frequenting it. Another acquisition to a harbour on this coast is, that there is not a sunken rock or sand-bank any distance from the land to prevent a ship from running for it in any weather; not so at Dublin; there are banks each side, and in the middle of Dublin Bay.

Again, regarding a life-boat: this is not for me to say who ought to get one, or who ought to man her after she would be got; but I say this, that there ought to be one got of the best construction, and that immediately, and also a light carriage with broad wheels, to carry her along the land; and she ought to be kept in the vicinity of this bar, as it is a trading port, and perhaps vessels are lost in running for it, as was the case the other day.

I mentioned about a year ago to the Boyne Commissioners, and I put it on paper for them, how a place of refuge might be put on the North Perch, so as a shipwrecked seaman or pilot might save himself by getting up into the crib that I propose, and it would make the Perch more conspicuous for navigating at night.

E. Atkinson, Esq., J.P.

I am, &c.
(signed) E. Tigher.

No. 3.

STATEMENT ON Skerries and Clogher Head, by Mr. Patrick Boylan, Merchant of Drogheda, May 1854.

OF the facilities which the harbour of Skerries affords for the erection of a safety harbour, the following are the details:—Its natural position, lying at the southern extremity of Drogheda Bay; for a natural ledge of rocks, known as the Cross Rocks, extending in a northerly direction from the island the present harbour is situated on, by building a breakwater on the above rocks, you shelter the anchorage, now called the Road of Skerries, from the winds that prevail from the east: at present there is good anchorage in the roads, with winds from north-west to south-south-east: by erecting a return on the proposed breakwater in a westerly direction, it would shelter the roads from the influence of the east to "north-west." There is also another advantage in Skerries, as Rock-a-Bill lies about four statute miles eastward of it, and a light erected upon that rock would at once describe the locality of Skerries Harbour.

Clogher Head. By running a breakwater from Clogher Head, in a northerly direction, eastward of the present harbour, and a corresponding one in a north-east direction, off St. Denis' Well, there would be a basin formed, where good anchorage could be obtained from six to seven fathoms at low water.

Sir,

Admiralty, 22 May 1854.

HAVING laid before my Lords Commissioners of the Admiralty the memorial enclosed in your letter of 31 March, the result of a public meeting held at Drogheda, praying for a survey of the eastern coast of Ireland, with a view to construct a Harbour of Refuge in the most eligible position; also a copy of the list of casualties on the north coast, appended to petitions to the Houses of Parliament, accompanied by your letter of the 20th instant; I am commanded by their Lordships to acquaint you, for the information of the memorialists, that, under present circumstances, they do not feel justified in entertaining the proposition of incurring the expense that would be necessary for forming another Harbour of Refuge in the Irish Channel.

Francis Brodigan, Esq.

I am, &c.
(signed) W. A. B. Hamilton.

Sir,

Drogheda, 19 April 1855.

I HAVE the honour to transmit copies of communications in favour of the establishment of a Harbour of Refuge on the north-east coast of Ireland, from the cities of Edinburgh and Glasgow, the seaports of Dundee and Greenock, and also two communications on behalf of the Lord Mayor of London, and the mayor of Liverpool, stating that the subject has been referred for consideration to the local authorities.

As it is the intention of the special committee appointed at a public meeting of the inhabitants of Drogheda to take the earliest opportunity of drawing the attention of the Government to this important and indispensable measure for the protection of human life and property, (in support of which a memorial, numerously and influentially signed by Peers and Members of the House of Commons, was presented to the Admiralty on 31 March 1854), they take the liberty of enclosing the present among other communications they have received in attestation of the necessity of a Harbour of Refuge being constructed, in the best possible position, upon that peculiarly dangerous coast.

I am, &c.
(signed) *Thomas Hennock*, Mayor,
Chairman of the Special Committee.

To the Right Hon. Sir Charles Wood, Bart., M.P.,
First Lord of the Admiralty.

Sir,

City Chambers, Edinburgh,
28 February 1855.

REFERRING to your letter of 31st ultimo, I am directed by the magistrates and council to transmit the annexed copy of a report by the committee to whom your letter was referred, which report was yesterday read, and approved of in Council.

Francis Brodigan, Esq.

I am, &c.
(signed) *John Sinclair*.

Edinburgh, 14 February 1855.

THE Lord Provost's committee, having considered this letter, desire to express their sympathy with the authorities of Drogheda in their anxiety to have a Harbour of Refuge on the north-eastern coast of Ireland, and they hope that the effort now making by them with that view may prove successful. The committee are influenced in this expression of opinion from the circumstance that such a harbour is much wanted on the east coast of Scotland, and that hitherto all endeavours to persuade the Government to move in the matter have proved unavailing; and they will be glad to find that the effort referred to may be the means of inducing the Government to take up the whole question, as affecting the coasts of Ireland and Scotland.

(signed) *John Melville*, Lord Provost.

Sir,

Dundee, 16 February 1855.

YOUR letter, and its accompanying petition, were laid before the Town Council and its committee, who approved generally of the views expressed in the petition, and adopted the enclosed resolution on the subject prayed for.

I am, &c.
(signed) *John Anderson*, Town Clerk.

THERE was laid before the committee a petition from Drogheda, praying Parliament for a Government survey of the eastern coast of Ireland, with a view to the construction of a Harbour of Refuge. The committee approve generally of the views expressed in the petition, and remit to the Provost and clerk, if

necessary, to prepare a petition to the House of Commons, and recommend the Provost to subscribe the name of the council and the committee to forward such petition, and that this resolution be communicated to Francis Brodigan, Esq., Drogheda.

Dundee, 8 February.

Certified by J. A.

Reported to and approved by the Town Council, at a meeting held this day.

(signed) *John Anderson, Town Clerk.*

Clyde Navigation, Glasgow,

9 February 1855.

Sir,

Your letter of 31st ultimo has been under the consideration of the Clyde Trustees, and they have resolved to petition in favour of a Harbour of Refuge on the Irish coast, as desired by you and the other gentlemen in Drogheda. The petition has been transmitted to the Members of this city, with a request that they should support the same in the House.

I am, &c.

(signed) *N. Turner, Secretary.*

Sir,

Council Chamber, Greenock, 14 March 1855.

I should perhaps have informed you earlier that the harbour trustees of this port have sent up a petition to the Commons in favour of the proposal for establishing a Harbour of Refuge on an eligible site on the east coast of Ireland, which I observe, by the Votes of the House, was presented by our Member. If anything further should be wanted to promote so very desirable an object, I shall be glad you let me know.

I am, &c.

(signed) *John N. Gray, Town-Clerk.*

Francis Brodigan, Esq.

Sir,

Mansion-house, 26 March 1855.

I am to acknowledge, on behalf of the Lord Mayor, the receipt of your letter and enclosures. I have also to state that your communication shall be laid before the proper authorities connected with the city without loss of time.

Yours, &c.

(signed) *Rich^d N. Phillips.*

Sir,

Town-hall, Liverpool, 12 February 1855.

I am directed by the Mayor to acknowledge the receipt of your letter of 5th instant, with its enclosure, and to inform you, that he has banded them to the secretary of the Shipowners' Association of Liverpool, concerning a Harbour of Refuge on the Irish coast, as a matter proper to be laid before that body.

I am, &c.

(signed) *L. Hughes.*

COPY of PETITION from *Glasgow*, presented this Session, referred to in Letter thence, dated 9 February 1855.

THE humble Petition of the Parliamentary Trustees of the River Clyde and Harbour of Glasgow,

Sheweth,

THAT your petitioners have heard with regret the great loss of life and property which have occurred during the last four years along the north-east coast of Ireland.

THAT your petitioners are of opinion that the establishment of a Harbour of Refuge on the most eligible site between Kingstown and Belfast would be viewed by

by the shipping interests of this country with much satisfaction, as tending to diminish the frequent casualties that have occurred upon this dangerous and exposed coast.

May it therefore please your Honourable House to take the matter into your consideration, and to grant such relief as to your Honourable House may seem proper.

(signed) Andrew Orr, Lord Provost.

9 February 1855.

Sir,

Drogheda, 30 May 1855.

In further attestation of the necessity of establishing a Harbour of Refuge on the north-east coast of Ireland, permit me to forward you the enclosed communication, received from the Municipal Commissioners of Carrickfergus, expressive of their concurrence in this measure, and also their reply, on behalf of the special committee here for promoting the undertaking.

I am, &c.

(signed) John McNamara, Secretary.

To the Right Hon. Sir Charles Wood, Bart., M.P.,

&c. &c. &c.

First Lord of the Admiralty.

Sir,

Town Hall, Carrickfergus, 26 May 1855.

I HAVE been directed by the Board of Municipal Commissioners of this borough to inform you, that they have authorized a petition to be signed by their Chairman, and presented to the House of Commons, as suggested by your letter of 10th March last. Be so good as to inform me if you wish the presentation of the petition to be delayed for any particular purpose, or to be presented by any particular Member.

I am, &c.

(signed) Robert Bowman.

Francis Brodigan, Esq.

Corresponding Member of Committee, Drogheda.

Sir,

104, Pall Mall, London, 29 May 1855.

I HAVE to acknowledge your letter of 26th instant, and beg to say, that we feel much gratification that the Municipal Commissioners of Carrickfergus concur in the necessity of a Harbour of Refuge on the north-east coast of Ireland.

In reply to your inquiry as to an immediate or deferred presentation of the petition adopted by the Commissioners, allow me to suggest its being presented by the Honourable and Gallant Member for the Borough, at his convenience, in the course of next week, on the re-assembling of the House.

I am, &c.

(signed) Francis Brodigan,

Corresponding Member, &c.

Robert Bowman, Esq.

HARBOUR OF ROTTERDAM (HOLLAND)

COPY of MEMORIAL from the Deputation of
Dutchmen, praying for a Recognition
Letter of the Honourable House of Lords,
in the papers of Contributing a Harbour
of Nations to the most eligible Persons,
with the Names of the Persons who signed
the Memorial, and Communications refer-
ring to the said Survey and Harbour of
Rotterdam.

(John M. Owen.)

Ordered by the House of Commons, to be Printed,
at Amsterdam.
